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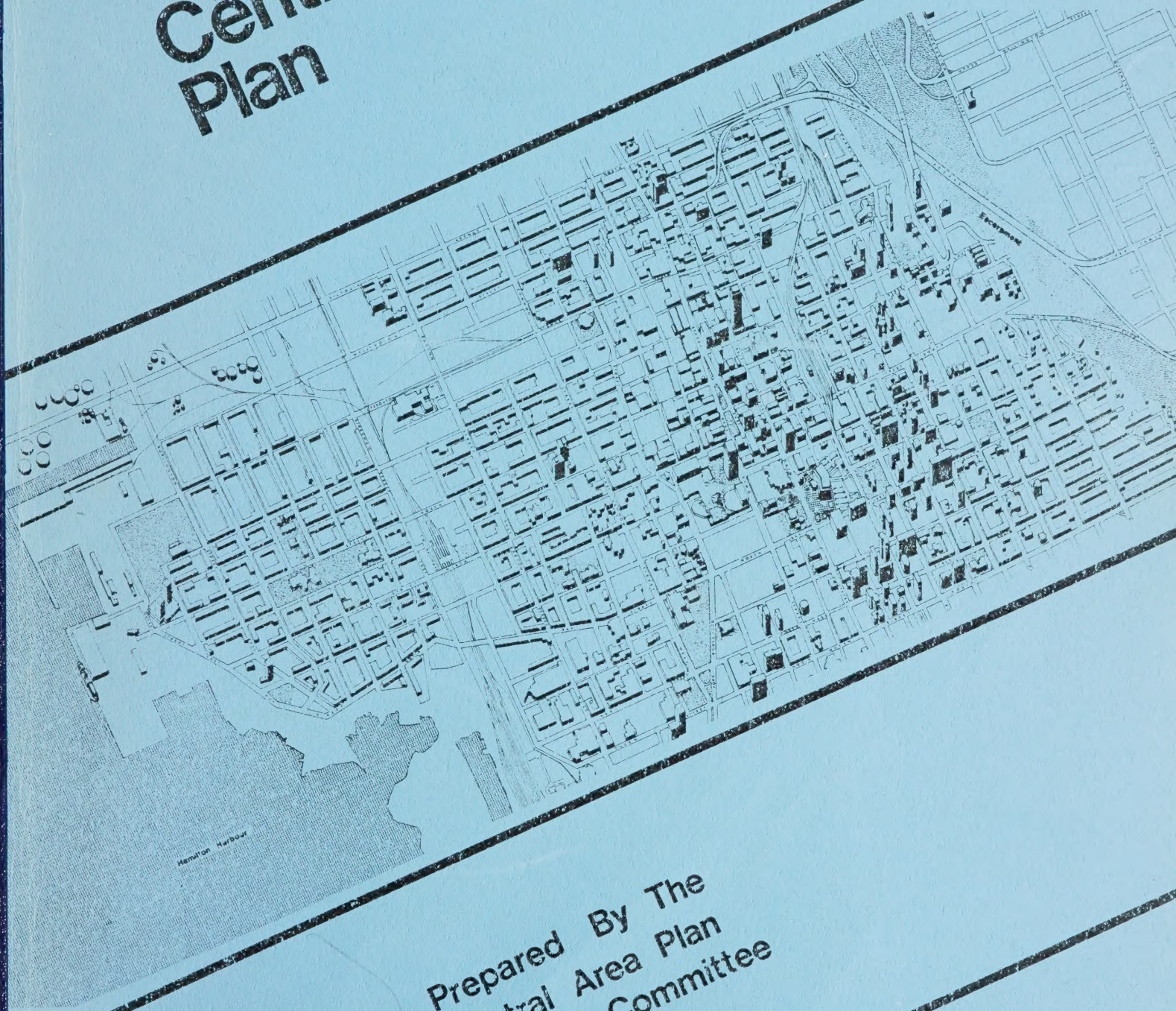
The Central Area Plan



Prepared By The
Central Area Plan
Advisory Committee

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This Plan was prepared by the Central Area Plan Advisory Committee

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The Central Area Plan was co-ordinated by the Planning and Development Department of the Regional Municipality of Hamilton-Wentworth.

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October, 1979.

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Part 1
Introduction

Part 1
Introduction

Preamble

The Central Area is that portion of the City bounded by the Bay, Queen Street, the Escarpment and Victoria Street.

In the Regional Official Plan, central Hamilton is designated as the Regional Centre - a multi-use area combining commercial, manufacturing, residential and service functions with a high employment population. In order for this to materialize, substantial new development will be required in the Central Area.

The nucleus of this new development has been provided through the Civic Square Redevelopment Project - a multi-million dollar multi-use scheme financed by three government levels. It was intended to revitalize downtown Hamilton and present a modern and attractive image for the City.

Begun in 1970 and now partially complete, the Redevelopment Project has provided key image-boosting attractions such as Hamilton Place, the Library and the Art Gallery. Equally important has been the commercial development of Jackson Square. However, since the completion of Phase 2 of Jackson Square in 1977, private commercial development in the downtown has been slow in materializing. This may be a reflection of the national economic climate, but there are undoubtedly ways and means that the City could alter the situation too. Along with the considerable public investment in the downtown, it would appear that additional incentives are now required to attract a comparable amount of private investment.

Private investment cannot be attracted to an area simply by designating lands for the desired use in land use plans. This has been the approach taken by the City, perhaps as a result of the high growth forecasts of the 1950's and 60's before the energy crisis and passing of the baby boom. For example, it is estimated that existing zoning in the downtown alone would permit the development of over 35 million square feet of commercial floorspace. The existing commercial floorspace is some 2.3 million square feet or 7% of that permitted.

Stronger incentives are required than merely designating and zoning lands for the desired use. Development policies are of no value if development is not forthcoming.

This plan takes a different approach based on the understanding that indirect inducements and incentives to private investors and consumers (and the resulting decisions, investments and consumption patterns) are often far more powerful than providing direct government services. The plan attempts to substantially improve the image of the Central Area as the key incentive to attract new development.

The Civic Square Redevelopment Project has provided the 'seed' for major new commercial ventures in the downtown; however, it is necessary at this juncture to provide new and different stimuli to build on that foundation so that downtown development expands and strengthens the City's image and material well-being in the process.

The thrust of this plan is to detail a strategy for development. It provides the scenario and necessities to foment growth. An attractive, lively, human-scale environment with the physical, social and human infrastructure in place will draw people to the area and thus, encourage developers to expand the residential/commercial/industrial sectors. It is this approach concentrating on the environment and the services which makes this plan so important for the future of the Central Area of Hamilton.

Purpose

The purpose of this plan is to provide a comprehensive guide to co-ordinate public and private actions from the present to year 2001 within the Central Area. The plan sets out a growth and development strategy which will serve to direct future decision-making and organize inter-relationships among people, land uses and municipal services.

The plan provides the terms of reference for public works and private initiatives in the Central Area, and functions as a standard against which the City can evaluate the appropriateness of such initiatives in relation to the long-term growth and management strategy.

It also links the broad policies of the Regional Municipality of Hamilton-Wentworth Official Plan, the other components of the City Official Plan and the specific detailed policies of the Neighbourhood Plans as they relate to the Central Area.

Assumptions

The Central Area Plan is based on a number of assumptions which set the framework for policy formulation by defining the anticipated function and character of the Central Area, the growth strategy and the Central Area's relationship to the rest of the City, the Region and the component Neighbourhoods. Specifically, the Plan is based on the following assumptions:

- The Central Area is recognized as the Commercial/ Employment Centre of the Hamilton-Wentworth Region. As such, it functions as a multi-use area with a focus of retail, office, light manufacturing and institutional uses serving people within and outside the Region.

- A major increase in the employment population by 2001.

- A substantial increase in the resident population by 2001.

- The thrust of development will be eastward along the King Street East axis with major development nodes (complememtary to Jackson Square) first at Catharine Street and second, at Wellington Street.

- The diversion of through-traffic away from the down-town.

- Mixed-use development north of Main Street.

- Urban design and architectural considerations and energy conservation will become critical in building location, content and style.

- In order to prosper and grow, downtown Hamilton must improve its urban environment by becoming more people oriented. This is the key element of the Plan.

Plan Preparation & Format

Preparation of this Plan has proceeded in three phases.

Phase 1 was the participation of the Central Area Plan Advisory Committee, a Committee composed of businessmen, Aldermen, various interest groups, School Board Trustees, neighbourhood organizations and citizens. The Committee heard and discussed presentations made by Regional planning staff and others responsible for the Central Area development pattern. Committee members also conducted their own presentations on concerns and visions of the Central Area to 2001. This Plan represents a composite of the issues and ideas brought forward at the Committee meetings.

Phase 2 established an overall growth and development strategy which served to provide a theme and context for policy formulation. The policies are designed to resolve the issues and concerns raised by the Committee and provide a systematic train of events which, in the end, will achieve the desired intentions.

Phase 3 established a draft plan and will include public review and then finalization of the Plan.

The Central Area Plan format includes three parts as follows:

- PART I - INTRODUCTION - details the direction and assumptions underlying the Plan;
- PART II - THE PLAN - is set out in four sections with statements of intent introducing the numbered policy statements in each section; and two Schedules - Land Use and Movement; and,
- PART III - APPENDICES - provides the background information, presentations and discussions of the Central Area Plan Advisory Committee.

Part 2
The Plan

As well as the policies, the Plan includes two schedules - Land Use and Movement.

Schedule A
Central Area Land Use Strategy 2001

Future uses in the Central Area will be in accordance with the general designations on Schedule 'A'. Only uses which conform to the designations will be permitted in the future, except as extensions to existing non-conforming uses or the introduction of uses which are more compatible than existing non-conforming uses.

Extensions of and introductions of new non-conforming uses will be permitted only if economic hardship will result and the environmental impact is minimal. In the long term, non-conforming uses will cease.

The Mixed Use designation denotes lands to be used for the following uses where they are compatible with their surroundings:

- industrial
- commercial
- residential
- institutional
- recreational
- all ancillary uses.

The Commercial Centre designation denotes lands to be used intensively. The lands will primarily be for commercial use, but also for other uses in the 'Mixed Use' category, except industry.

The Mixed Industrial/Commercial designation denotes lands to be used for the following uses where they are compatible with their surroundings:

- industrial
- commercial
- recreational
- institutional
- all ancillary uses.

The Neighbourhood Residential designation denotes lands to be used for:

- Residential
- Neighbourhood Commercial
- Neighbourhood Institutional
- Neighbourhood Recreational
- all ancillary uses.

The Parks and Open Space designation denotes lands to be used for:

- recreation
- all ancillary uses.

Links between Commercial Centre designations denote a continuing commercial dominance. Other links denote desired pedestrian links with Parks and Open Space designations.

For the purpose of the Central Area Plan, 'industrial' will mean use for manufacturing, assembly and storage; 'commercial' will mean use for buying and selling of goods and services and offices; 'residential' will mean use for living; 'institutional' will mean use for public, educational, religious or charitable purposes; 'recreational' will mean natural areas for passive recreation and sports fields and buildings for active recreation.

Where uses are defined as 'Neighbourhood' such as Neighbourhood Commercial, Neighbourhood Institutional and Neighbourhood Recreational, it will mean that the uses are of a scale and type which is oriented to the needs of the Neighbourhood only.

Schedule B
Central Area Movement Strategy 2001

The future movement pattern in the Central Area will be in accordance with the general intent of Schedule 'B'. The schedule reflects the policies to divert through-traffic away from the King/James axis and to give greater priority to pedestrians. The degree of priority e.g., complete pedestrianization, partial pedestrianization, sidewalk widening or signal phasing, is not addressed in this Plan.

The ring of car parks around the King/James intersection will discourage through-traffic by providing convenient parking on the periphery of the pedestrian priority area.

Land Uses
Commercial

Downtown Hamilton already, and historically, has functioned as the primary concentration of retail activity and office development within the City and area.

In the Regional Official Plan, downtown Hamilton is noted as the regional centre whose employment population will substantially increase by 2001. To meet this challenge, a concentrated effort will be required to attract new commercial development, people and facilities to the Central Area. Of prime importance is the creation of an attractive, vibrant, human-scale environment to make the area desirable for further growth. In addition, the transportation and service infrastructure will be upgraded and realigned in accordance with the new priorities.

It is the general intent of this Plan that the function of the Central Area as the primary regional employment centre be intensified to maximize the advantages of commercial uses in close proximity and to provide a healthy, competitive environment for business and commerce. In particular, the special attributes and features of the downtown core will be promoted in accordance with its designation in the Regional Official Plan as the regional centre. It is intended that it maintain and enhance its paramount commercial function in the Region, regardless of developments in the designated sub-regional centres.

To achieve this, it is the intent of this Plan to promote downtown Hamilton as the Regional Centre for functions fostering high employment opportunities within the area. To do this, the Plan encourages a wide range of retail outlets, including full-line and junior department stores, specialty, food and general merchandise stores in the Central Area, and particularly, the downtown. In addition, the Plan promotes the location of head offices and large branch offices of finance, insurance and real estate firms serving Region-wide or specialized interests in downtown Hamilton. It also promotes combined retail/office buildings and encourages retail concentrations which serve a local, ethnic or specialized clientele.

Policies

1. Commercial development is permitted in the Commercial Centre, Mixed Use and Mixed Industrial/Commercial designations shown on Schedule 'A'. Within the Commercial Centre designation, the

uses permitted will generally be high-intensity, high-density commercial uses of the nature of an enclosed shopping mall, office tower or concentration of stores and offices such as Hess Village. The Commercial Centre designation will be the focus of major commercial activity. In the Mixed Use and Mixed Industrial/Commercial designations, commercial uses will be less intense and less concentrated.

2. Within the Region, downtown Hamilton will be promoted as the most appropriate location for new office buildings, retail establishments and other concentrated commercial uses which will create employment opportunities and draw people to the area.

3. Mixed office/retail and residential buildings will be encouraged, where feasible, whenever redevelopment occurs within the Central Area. When mixed-use buildings are proposed, Council may be flexible in its by-laws regulating such developments.

4. Council will encourage full-line and junior department stores and other large retail outlets planning to situate in the City to locate in the Central Area.

5. Council will ensure that other commercial areas within the City do not jeopardize the Central Area's role as the principal retail centre in the Region. Any new commercial developments or the expansion of existing commercial centres (if greater than 100,000 square feet) will require an objective market study showing that the impact will not be detrimental to the Central Area.

6. Council will encourage head and branch offices of finance, insurance, real estate and other service firms to locate in downtown Hamilton.

7. To enhance the central commercial areas and provide an alternative focal point and activity centre to Jackson Square, major new retail/office concentrations will be directed to the commercial nodes on King Street East in the vicinity of Catharine, Ferguson and eventually, Wellington Streets, with commercial infilling between. These concentrations should provide various types of commercial uses.

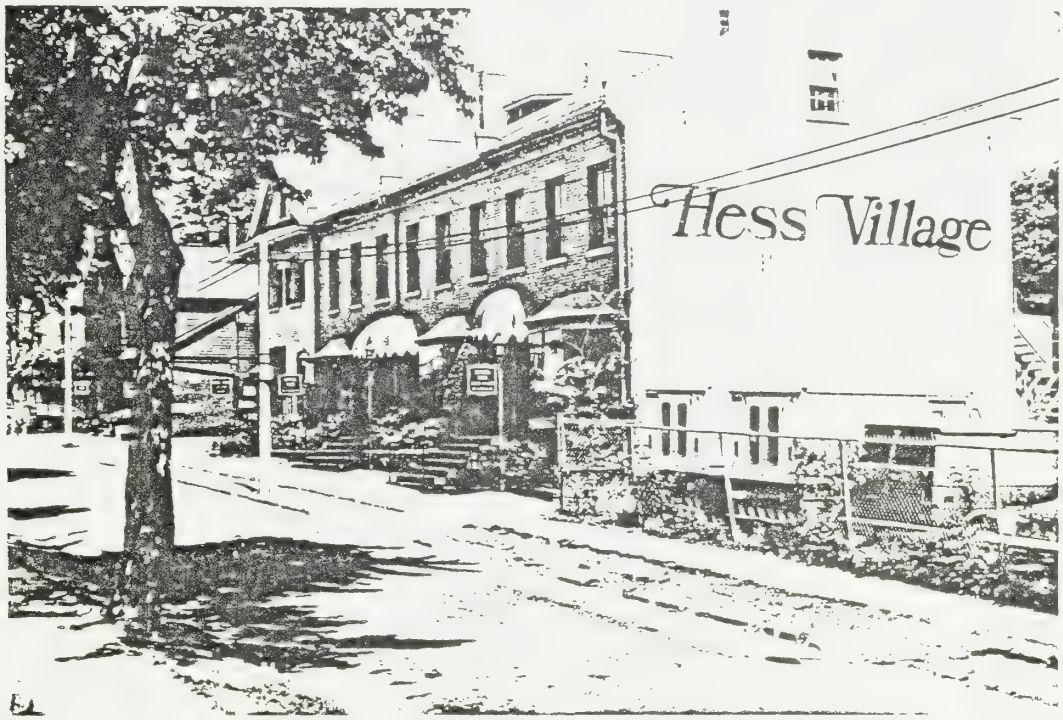
8. Council will investigate the feasibility of including a new transportation terminal in the new commercial centres proposed on King Street East.

9. Existing commercial development along James Street North and James Street South, in Hess Village, along King Street East and within Jackson Square will be solidified and expanded, based on the special attributes and characteristics of each area as follows:

   i) James Street North - area of ethnic shops and small retail establishments serving local and specialized needs;

ii) James Street South - area of convenience stores, book shops, art galleries and associated uses serving local and specialized needs;

iii) Hess Village - area of specialized boutiques, restaurants and other shops serving tourists and other particular clientele;



iv) King Street East - area of small specialty shops, arcades, stereo and furniture stores, restaurants and other uses serving the City and Region; and,

OLD KING'S
INTERNATIONAL
VILLAGE

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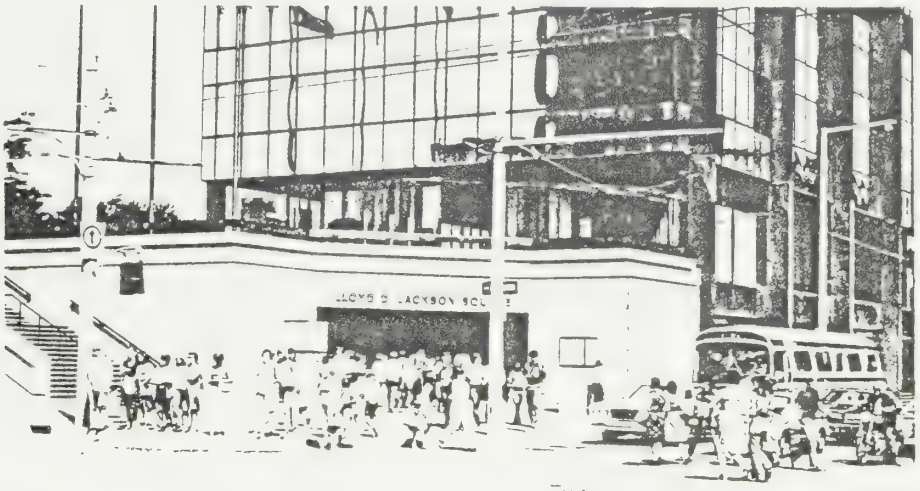
325
PARKING

v) Jackson Square - large enclosed shopping centre containing a variety of shops and services for the City and Region.



10. In order to promote, develop and enliven the downtown, Council will encourage the establishment of convenient shopping hours.

Industrial

The Central Area has historically been the location for a variety of industrial uses. Many industries located within the Central Area wish to remain for various reasons. It is intended, therefore, that existing industrial uses which are compatible with the predominant residential and commercial uses in the area will be encouraged to remain in the Central Area. This is provided that the amenity of the other land uses is not disturbed. In addition, new industries which will not create conflicts with other land uses are encouraged to locate in the Central Area.

At the same time, it is recognized that some existing industries should be relocated or buffered to remove conflicts and ensure the long-term amenity of the area as a pleasant environment for living, shopping and working.

Policies

1. New industrial development will only be permitted in the Mixed Uses and Mixed Industrial/Commercial designations on Schedule 'A'. The type of industry permitted and desired will be low-intensity, light industrial uses such as food processing, warehouses, manufacturing or assembly plants, laboratories and research facilities, professional and business service establishments and communications facilities or related uses.

2. New industry will be encouraged to locate in the Mixed Use and Mixed Industrial/Commercial designations in accordance with the following criteria:

   i) a) The use should be labour intensive preferably. There is a female labour supply available within the Central Area; therefore, industries utilizing this pool will be encouraged;

      b) The use should be inoffensive to neighbouring uses, especially residential. Environmental conditions and effects should be carefully assessed; and,

      c) The use should have ready access to its markets and suppliers;

   ii) The site should be readily accessible by truck and train for transport of goods and by car and public transit for access by employees;

   iii) The site should be large enough for on-site parking, loading, storage, expansion and separation from adjacent uses if required;

iv) Municipal hard services and waste disposal should be adequate, particularly if large amounts of water are required for processing; and,

v) Social services, parks and recreation facilities to serve the industrial employees should be available nearby.

3. Expansion of existing firms and the establishment of new firms within the Mixed Use and Mixed Industrial/Commercial designations will be in accordance with the following provisions:

i) Ingress and egress will be limited so as not to interfere with through-auto and truck traffic, nor rail traffic, nor penetrate designated residential areas;

ii) Services and public utilities will be able to accommodate the development without reducing the level of service elsewhere or overloading service capacities;

iii) Sufficient off-street parking and loading facilities will be provided;

iv) Sufficient buffer strips, screening and landscaping will be provided to screen parking, loading and outdoor storage areas, and industrial uses from adjacent non-industrial uses; and,

v) Exterior lighting and signage will be arranged so as not to shine into residential areas.

4. Wherever feasible, new industry will be positioned in such a way as to provide its own buffer with adjacent land uses through form and placement of buildings and built-in design features. Council may be flexible in its by-laws regulating developments which incorporate such features.

5. Council will encourage the Region to investigate financial inducements to encourage industries to locate in the Central Area.

6. Existing industries which are compatible with adjacent land uses or can be made compatible through appropriate buffering or other techniques may remain in their location and will be so recognized in the Zoning By-law. Particular attention will be paid to the screening of outside storage facilities.

7. Industries whose operations may be offensive by virtue of heat, noise, glare, vibration or obnoxious emission or that involve large-scale operations not enclosed in buildings will be restricted and will be urged to relocate to more appropriate locations to ensure that the amenity of surrounding areas is not jeopardized.

8. Council will encourage the appropriate authorities to continue and augment their programs to reduce air, noise and water pollution in the Central Area. New industries will be carefully assessed to determine the levels of air, noise and water pollution which may result from their operation.

Residential

Downtown Hamilton functions as the service centre of the Region, providing economic, social and administrative facilities to a wide area and a large population. Only a fraction of that population resides in the Central Area; however, to maintain and enhance the economic functions, a significant resident population is essential. This population will maintain the vibrancy of the area after working hours and reduce dependency on commuting and transportation facilities.

Therefore, it is intended that the residential component be protected and encouraged in concert with the other uses envisaged, through emphasis on the provision of family housing, mixed residential/ commercial developments, preservation of viable residential neighbourhoods and establishment of the necessary supporting human and community services.

Policies
Housing

1. Residential development is permitted in the Neighbourhood Residential, Commercial Centre and Mixed Use designations. The Neighbourhood Residential designation denotes lands where the predominant use is and will continue to be housing. Only uses compatible with housing will be permitted to remain or locate there. Within the Commercial Centre designation, residential development will generally be encouraged within mixed-use buildings. In Mixed Use designations, careful attention will be made of the location of new residential uses in relation to existing commercial and industrial uses so that the residential component is attractive, healthy and liveable.

2. More housing of all types and for all incomes will be encouraged within the Central Area.

3. Within each Neighbourhood, a variety of housing types ranging from single-family to townhouse and apartment units will be promoted, taking into account adjacent uses and available services in the vicinity. Units ranging from bachelor to four-bedroom will be available. Higher-density lower-rise units for families will be particularly encouraged.

4. Council will ensure that new residential development in the Central Area can be properly serviced by the existing or planned sewage treatment facilities.

Neighbourhood Preservation

5. Durand, Corktown and the North End Neighbourhoods will be preserved as prime residential locations where residential development will be enhanced and protected through provision of human and community services, zoning protection, re-routing of traffic, separation and buffering of incompatible uses and other measures which will meet that objective.

6. In general, residential uses within the Central Area will be preserved and buffered from incompatible uses and other conflicts which lessen the residential amenity.

7. In keeping with existing policy, traffic will be re-routed away from the interior of the Neighbourhood and directed to the arterial roads on the periphery. The Traffic Department will investigate and develop a plan to reduce traffic within Neighbourhoods through signs, deterrents and other means.

8. Residential areas which are viable and cohesive will be protected from strip commercial development and encroachments and its effects such as noise, litter, traffic and parking problems which would adversely affect the residential amenity and cause it to be less attractive.

Redevelopment & Renovation

9. Development alternatives to high-rise apartment buildings in Durand, Corktown and the North End Neighbourhoods are encouraged. These will take the form of low-rise, medium-density developments which are energy efficient, protect existing views and vistas and are of a high architectural standard .

10. New development which will create conflicts with existing residential development will not be permitted. New development should be located, architecturally designed, buffered and faced to minimize the impact on adjoining residential buildings and to create a form and style consistent with the area in which it is located. This does not preclude the juxtaposition of differing uses. If the uses are compatible or can be made compatible through design, setbacks, buffering or other measures, such new uses are permissible.

11. Areas of older or deteriorating housing will be preserved, wherever possible and desirable, through implementation of housing revitalization programs and other forms of investment designed to preserve such housing.

12. Redevelopment, where encouraged within Neighbourhoods, will be in the form of infilling of a scale and design which is compatible with existing development, energy efficient, and provides for high densities at low scale.

Residential To Downtown Links

13. Where feasible, residential areas will be linked to the downtown core by means of pedestrian walkways, bicycle paths and other greenway linkages which will permit residents to lessen their dependence on the car while creating pleasant walking/cycling routes.

Community Facilities

14. In all Neighbourhoods, the existing infrastructure of community facilities and services such as schools, hospitals, day-care facilities, drop-in centres, neighbourhood stores, parks, etc., will be maintained, improved and augmented. Such facilities should be scattered throughout the Neighbourhood and not concentrated in one area.

Mixed Residential/Commercial

15. In the Central Area, mixed commercial/residential developments will be encouraged, along with appropriate accessory services within the building such as grocery store, recreation facility, hairdresser, drug store, etc.

16. Where a residential segment is provided within a commercial building, Council may relax certain zoning requirements in accordance with guidelines established by Council, as an incentive for such uses.

Institutional & Recreational

It is generally intended that the concentration of cultural, entertainment, institutional and recreational activities in the Central Area be optimized to provide an attractive social environment.

The Central Area already has a well-developed nucleus of institutional and recreational uses. This nucleus is anticipated and encouraged to expand, particularly in the recreational field, in order to draw more people to the area.

It is intended that the existing natural assets - the Escarpment and the Bay - be properly utilized for park and recreational purposes to improve the quality of life and the City's image.

It is intended to promote the Central Area's existing cultural and entertainment amenities as attractions to people from within and outside the Central Area, City and Region. It is further intended to attract the necessary complement of institutional, social service and recreational facilities to support the Central Area and balance other forms of development; and to improve upon the provision of parks and open space within the Central Area. This is particularly critical for the Escarpment and the Bay.

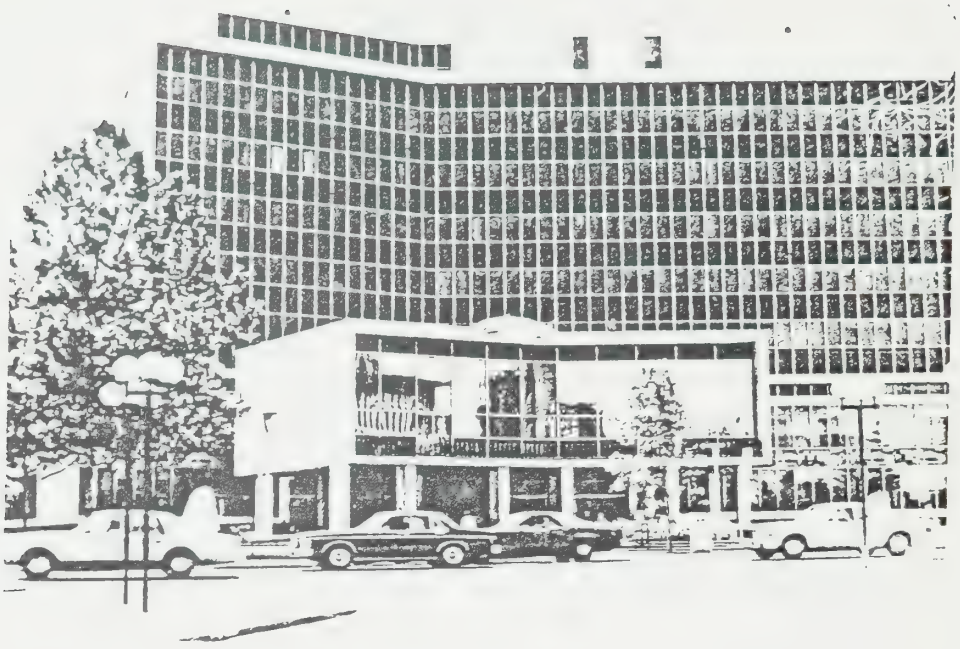
Policies
Institutional

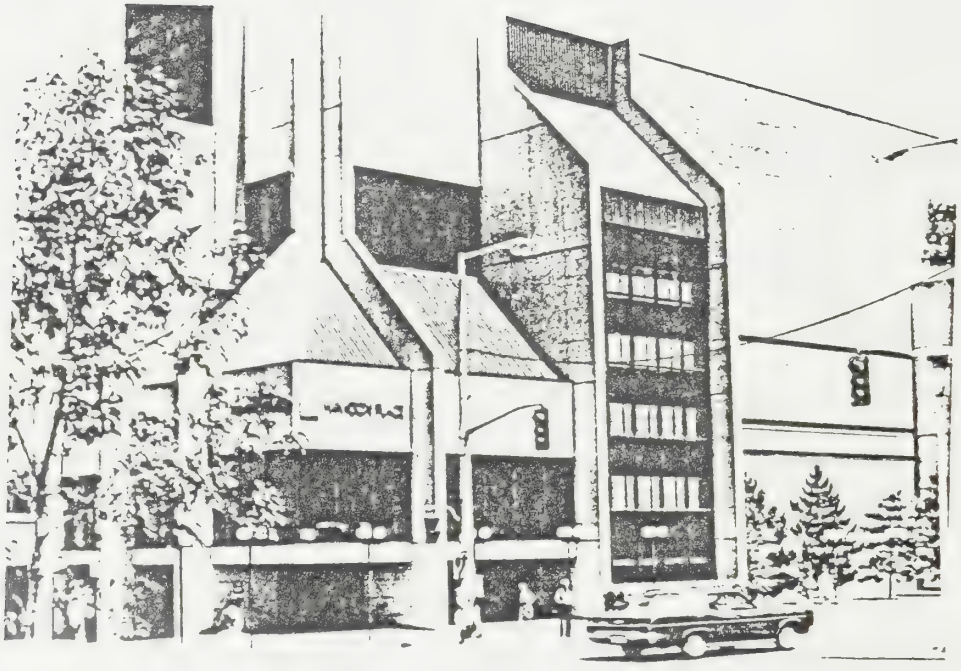
1. The Central Area's existing inventory of institutional uses will be maintained and promoted, linked and expanded in order to stimulate development of other land uses and attract people to the area, particularly in non-working hours.

2. New institutional uses will be encouraged to locate in the Central Area on sites adjacent to other institutional or commercial uses to permit the sharing of parking and other facilities. The location should be in accordance with the following provisions:

    i) Sufficient off-street parking will be provided, with particular attention to on-site locations and buffer and landscape treatment, where appropriate;

    ii) The proposal is of a scale that will be compatible to and integrate with the character of established or proposed development in the surrounding area; and,





iii) The location takes into account the needs and requirements of its users and/or occupants, especially senior citizens or handicapped persons.

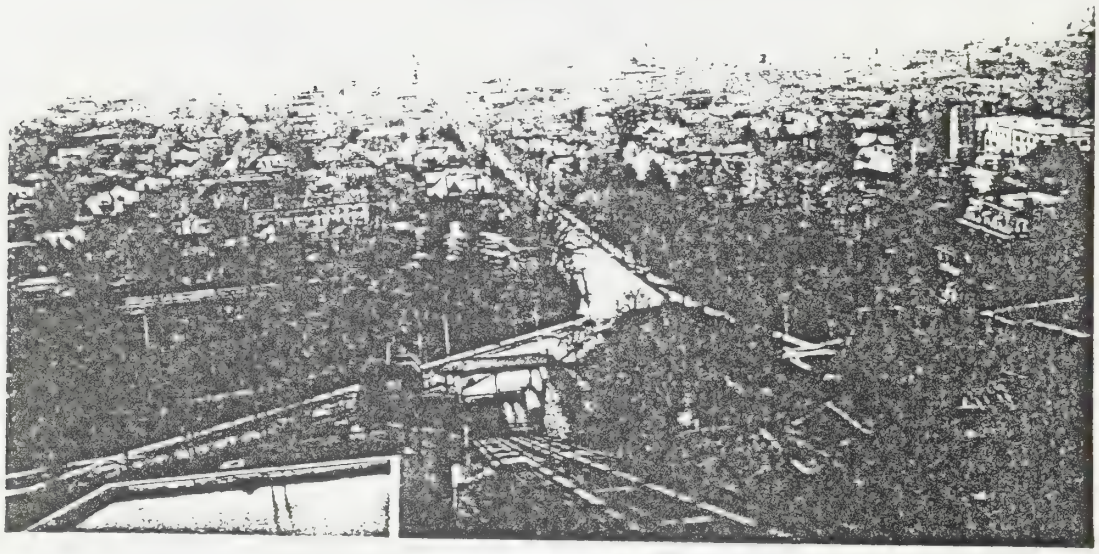
3. Wherever feasible, existing instituional facilities will be utilized as community social centres. This is particularly relevant for schools whose overall service within the Central Area is often underutilized.

CENTRAL PUBLIC SCHOOL/*75 Hunter Street West/1853. 'The building is commodious, well ventilated, and delightfully situated, and adjacent to it are the respective playgrounds and gymnasiums for the male and female scholars... All drink of the same fountains of mind-invigorating knowledge, and judging from the happy faces and cleanly appearance of the whole, we should say that none have partaken in vain.' (Press notice, 1853)*

4. School sites will be maximized as social, recreational and community centres after school hours. Special consideration will be given to the social/community function of schools in the Central Area where closure is considered.

Tourist Facilities

5. Tourist facilities and services which would attract people to the City and the downtown area will be located in the Central Area to make use of the existing Central Area attributes and infrastructure, e.g., Bay, Escarpment, views, vistas, Civic Square, etc. Such facilities could include 'a restaurant with a view' on the Escarpment brow, reinstallation of the cable car, boat tours on the Bay, sight-seeing tours throughout the Central Area, etc.



6. To promote tourism to the downtown, Central Area and City, Council will provide signs giving directions to tourists, notices re: hours of opening of tourist facilities and other promotional and facilitating techniques.

Human Services

7. Social service agencies and recreation facilities will be encouraged and given incentives to expand in the Central Area to provide the necessary inducement for residential development in the area and support for a high employment population. Such facilities should include services for families and

persons with special needs, e.g., day care, employment counselling, sports facilities, exercise centres, drop-in centres, etc. Wherever feasible, such services will be located within office and residential buildings.

8. In areas of large numbers of senior citizens such as Durand Neighbourhood, provision will be made, where feasible, for special facilities required or desired by this sector of the population, i.e., level walking surfaces, elevators and escalators, rest areas, benches, drinking fountains, short distance to shopping, entertainment, etc.

Parks/Open Space

10. The amount of park space in the Central Area will be greatly increased through priority development of proposed Neighbourhood parks in Corktown, Central and Beasley and the designation and development of special park areas along the waterfront and along the Escarpment as shown on Schedule 'A'.

11. Council will encourage the improvement and expansion of the Bruce Trail through the Central Area.

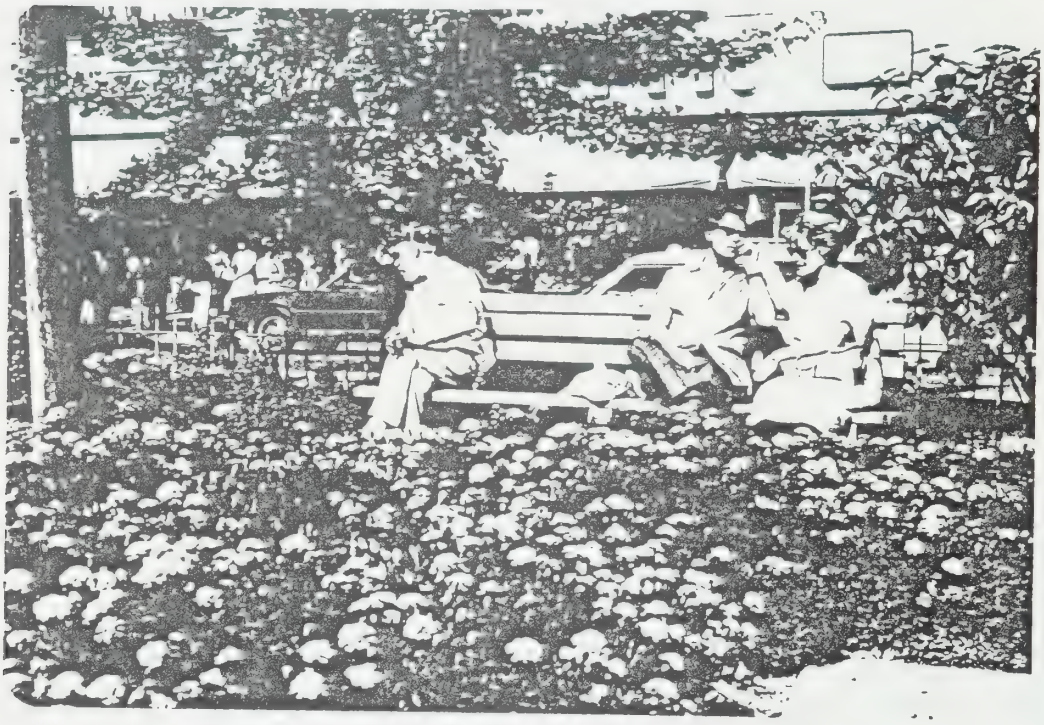
12. The waterfront area will receive particular attention for park/open space development. In this location, park design and facilities will take maximum advantage of the setting available and the benefits accruing to residents of the Central Area and City. In this regard, pedestrian and bicycle linkage to Dundurn Park to the west will be explored.

13. To enhance the attraction of the Bay as a recreational resource, Council will support ways and means to improve the water quality so that the Bay is a pleasant place to canoe, sail, row, swim, fish or view from land or water, for all users.

14. Council will study and implement, where possible, the recommendations and improvements outlined in the 'Lloyd D. Jackson Square Plaza Improvement Study' in order that Jackson Square's potential is realized.

15. Certain parks or portions of the parks designated will be set aside for active play space and amateur sports. Other areas will be set aside in each park for passive recreation.

16. Gore Park will be expanded along with the pedestrianization of King Street to provide a more lively and natural downtown focus for shoppers, workers and visitors.



17. Other passive open space such as piazzas, landscaped areas, small open areas for sitting, pedestrian walkways, etc., will be provided throughout the Central Area, especially the downtown core to contribute to the general amenity.

18. A special walkway link will be promoted between Jackson Square and Hess Village to encourage interaction between the two commercial areas, and promote Hamilton's image of providing interesting alternatives for shopping and sightseeing.

19. Within the Central Area, park links will be encouraged as shown on Schedule 'A'. The links will be composed of pedestrian walkways, bicycle paths and easements in an imaginative design. This will form, where feasible, a continuous parks and recreation system from the Escarpment to the Bay. It will also facilitate direct access to adjacent parks, residential areas, the downtown core and other pedestrian destinations within the City.

20. A special walkway link will be encouraged from Durand Park along Park Street via City Hall to Jackson Square.

21. Where feasible, laneways and alleys will be developed as special open space link areas within the urban environment.

22. Special areas will be set aside for integrated park and residential development designed to revive and humanize existing older Neighbourhoods. Such areas may include:

    i) the block around Bay, Park, Cannon and Mulberry Streets; and,

    ii) the area around St. Mary's Church and School.

Recreation Facilities

23. As an alternative and eastern anchor on King Street East to Jackson Square, a commercial recreation centre will be designated in the vicinity of Ferguson and Wellington Streets at King Street East.

24. Council will provide a swimming and wading pool and artificial ice rink in a central location within the downtown area such as Jackson Square, City Hall or Gore Park.

25. In order to enliven the downtown, Council will encourage such amenities as afternoon cinemas, downtown concerts and other events in outdoor settings.

26. Council will endeavour to find an arena location within the Central Area to augment and reinforce existing recreational facilities and attract people to the area. The arena location will meet the following criteria:

    i) accessible without increasing traffic in residential Neighbourhoods;

    ii) located where it will not create conflicts with adjacent uses;

    iii) on a site which is large enough to provide most on-site parking;

    iv) close to public transit; and,

    v) with potential for multi-functional uses, i.e., shops, hotels, etc.

    Two suggestions are:

    i) the site of the C.N.R. Station at James and Murray Streets; and,

    ii) the block at the northwest corner of Bay and Mulberry Streets.

Services
Transportation

If the Central Area is to function as the primary regional employment centre, it is essential that an efficient transportation system is provided to move people and goods into and within the area, particularly the downtown. This will involve pedestrian systems, bicycle, bus, car, truck and rail facilities and includes parking, loading and distribution points.

A prime consideration is the need to integrate the transportation system into the desired living and working environment in such a way that the efficiency of the transportation system does not undermine the attractiveness of the area as a place to walk, sit, cycle or browse. The intention is to move people into and out of the Central Area with minimum disruption to persons already within the area.

The key improvement for the Central Area will be the diversion of through-traffic away from the Central Area and an increased emphasis on the pedestrian rather than the motor vehicle.

It is the intent of this Plan to provide an effective transportation system to move people and goods into and within the downtown to enhance its business and commercial function; and to provide a pedestrian circulation system in appropriate locations to enhance and promote existing commercial facilities. Inherent in the overall intent is a recognized preference for the pedestrian amenity at the expense of an efficient traffic system. The Plan is promoting a lower level of service than is currently provided for the automobile and a high level of service for the pedestrian.

Policies
Traffic

1. To reduce traffic which presently travels through the downtown area but is not destined for downtown locations, the proposed Perimeter Road should be constructed as soon as possible and given top priority over all other new roads. It should not be held in abeyance pending completion of other roads. When constructed, truck and other traffic not destined for the downtown area will be prohibited from the east-west arterials

currently used, i.e., King and Main Streets. In addition, the Perimeter Road interchanges will be located at Queen/Bay Streets and Wellington/Victoria Streets first in order to discourage access for through-traffic into the downtown. Interchanges at John and James Streets will be studied and constructed at a later date if proven necessary.

2. Council will recommend that the Perimeter Road be constructed according to definite design considerations between Queen and Victoria Streets so that it does not isolate the North End and the Bay from the rest of the Central Area.

3. Prior to construction of the Perimeter Road, Council will investigate a new system of truck and through-traffic routes as suggested on Schedule 'B'. These routes should avoid both the City Centre and residential areas wherever feasible. Street widenings will be avoided if possible.

4. Wherever feasible, through-traffic will be re-routed away from residential areas, especially Durand, Corktown and the North End, to minimize disturbance and enhance the residential amenity.

Pedestrian Movement

5. Pedestrians will be given priority over traffic on King Street East through timing of traffic signals, sidewalk improvements, etc.

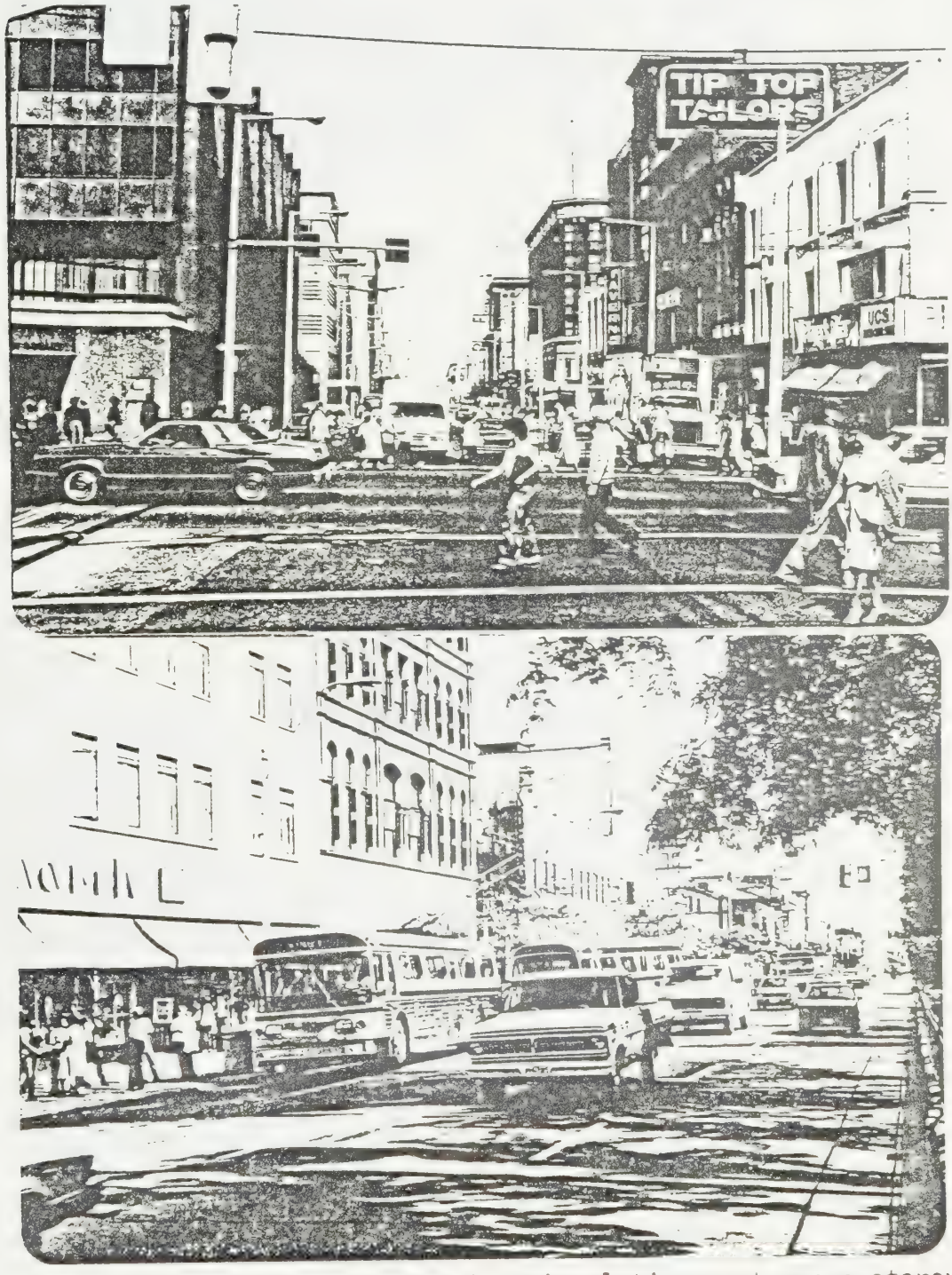
6. To stimulate pedestrian circulation throughout the downtown area, a pedestrian mall will be provided on King Street East, in stages, beginning with the narrowing of the roadway to two lanes, sidewalk widening, closing of the street at certain hours, and the placing of street furniture, lighting and other measures or combinations of measures which will enhance the human scale of the street and promote its economic well-being. Other pedestrian malls will be provided, when and if practicable, on King William Street, James Street North and other streets so that a pedestrian network is created.

7. With the pedestrianization/narrowing of King Street East and construction of the Perimeter Road, Council, in conjunction with the Region, will undertake a review of the downtown traffic system in order to re-assess and revise the current system of arterial, collector and local streets, and identify and promote the most desired attributes of each street, i.e., traffic flow, pedestrian movement, parking, etc.

8. Pedestrian links in the form of widened sidewalks, pedestrian malls, boulevards, street closings, utilization of lanes and alleys, etc., will be encouraged between Hess Village, James

Street North and James Street South to Jackson Square and the Civic Square project to connect the various commercial areas. The links are shown on Schedule 'A'.

9. Wherever feasible, vehicular and pedestrian traffic will be separated by means of +15* pedestrian walkways, tunnelization of streets, pedestrian malls, underground bus terminal, or other means. In the area circumscribing Jackson Square on the north, west and south, the +15 circulation system will be extended as new development occurs. On King Street East, circulation will remain at ground level.



* A term used to denote a pedestrian circulation system one storey above street level.

MUNICIPAL
PARKING
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Municipal
PARKING

10. Certain streets are recommended for special study designed to make them more attractive to pedestrians. These streets include, but are not limited to, James Street North from King to Barton Streets, and King Street East from John to Wellington Streets. The measures include street narrowing, landscaping, removal of on-street parking, etc.

11. To improve access to and within the downtown for mothers with small children, handicapped and disabled persons using wheelchairs and the elderly, street sidewalk ramps should be provided at all street crossings, as well as stairways with proper handrails, escalators and elevators, where appropriate.

12. Where feasible, Council will provide walkway systems to link residential neighbourhoods in the Central Area with the downtown core. These routes should avoid arterial and collector roads wherever possible. Instead, laneways, alleyways and public parks will be utilized. Detailed study will establish the location.

Parking

13. Where required, parking, loading and docking facilities for new commercial developments will be encouraged underground or grouped in parking structures.

14. On-street parking on arterial and collector streets will be removed in order to improve traffic flow and permit widening of sidewalks, wherever feasible. Where sidewalks are widened, provision may be made for loading and parking bays.

15. Incentives will be provided to encourage the use of off-street parking lots, i.e., connections to shopping areas, lower fees for short-term parking (shoppers) and higher fees for long-term parking (commuters). Such lots should be strategically located and grouped to provide maximum accessibility for vehicular traffic from outside the downtown area, while being close to the shopping and working areas where pedestrian access is important.

16. Council will require the screening and buffering of all off-street parking lots through tree planting, fencing or other measures which will camouflage this use from public view.

17. To support an increased employment and shopping population and encourage pedestrian movement, multi-level parking structures will be recommended in appropriate locations adjacent to the downtown pedestrian areas. Parking for new developments should be grouped in such structures and such structures should optimally be part of a mixed-use development. First priority for a multi-use carpark will be north or south of King Street East between Catharine and Wellington Streets.

Rail

18. Wherever feasible, Council will encourage railway lines which do not require a Central Area location, e.g., on Ferguson Avenue, to be relocated or removed entirely to enhance the amenity of the area.

19. Railway links which may serve commuters now or in the future should be retained.

20. Council will approach the appropriate authorities to improve the rail service between Toronto and Hamilton.

Public Transit

21. Council will approach the appropriate authorities to improve the bus service between Toronto and Hamilton.

22. Council will encourage the Region to investigate and implement ways to encourage the use of public transit to and from the downtown core through reduced fares, bus passes, special rates, shuttle buses, uniform fare zones, no-fare zones, jitneys, shopper specials or other methods.

23. Council will suggest that the public transit system provided by the H.S.R.* be re-routed and rescheduled in order to reduce as much bus traffic as possible from King Street East at Gore Park, while maintaining good access to bus pick-up points for the pedestrian.

* Hamilton Street Railway

24. Council will encourage the Region to investigate ways and means to make the public transportation system more efficient, i.e., bus lanes at rush hour, no stopping in bus lanes, synchronization of routes, more transfer points and terminals, and one-way bus routes.

25. Council will support the Region in order that further study be made of a new, innovative rapid transit system linking the downtown to the rest of the City via existing rail routes.

26. Council will investigate, with the appropriate Regional authority, the feasibility of a multi-mode transportation terminal in the Central Area for trains, inter-urban and intra-urban buses and rapid transit, with adequate parking nearby and connected to a major commercial development.

27. Council will review the bus terminal location in the context of the following criteria:

    i) proximity to other forms of public transit;

    ii) proximity to pedestrian routes;

    iii) proximity to and integration with employment/retail centres; and,

    iv) ease of access for buses.

    The site should be east of James Street and north of King Street.

Bicycle System

28. A bicycle path system will be recommended for the Central Area utilizing laneways, alleys, cul-de-sacs and parks and avoiding, wherever possible, arterial and collector roads.

29. To promote and facilitate bicycle usage as an alternative to the automobile, Council will encourage bicycle storage racks throughout the downtown area, where feasible, and bicycle transportation areas on public transit vehicles.

Urban Design

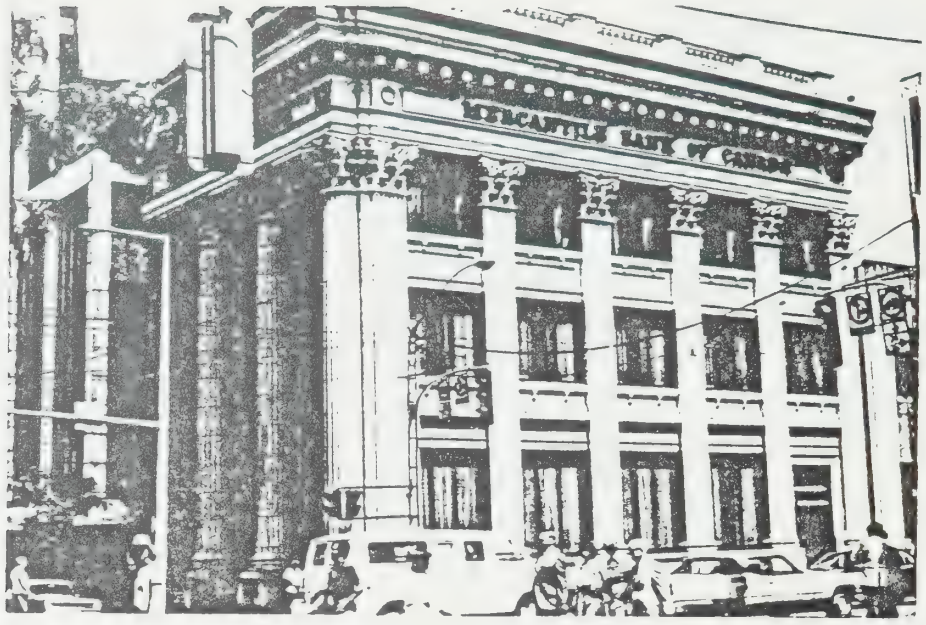
It is intended that the character and role of the Central Area will be enriched through urban design principles to ensure an attractive environment, while supporting its economic well-being.

In keeping with the intent that a pleasing Central Area environment must be created to attract and support the investment and private initiative necessary to make the area grow and expand, urban design policies are provided.

The intention of such policies is to ensure a high level of architectural and design standards to make the Central Area more attractive and to provide some measure of consistency and continuity throughout the area. Included in this is the preservation and highlighting of historic buildings, the protection of existing views and vistas and the creation of interesting and innovative mixed land use facilities.

Policies
Building Design

1. To create a more attractive and uniform downtown environment, architectural excellence and co-ordination will be promoted.



2. Council will follow the recommendations of LACAC in preserving areas and buildings of architectural and historical significance.

3. Where feasible, innovative building designs and layouts will be considered. These are encouraged, especially if they involve mixing of land uses or integration of varying elements.

4. Council will encourage building design which respects the human scale. Height, bulk, exterior design, pedestrian access and pedestrian amenities will be incorporated at a level which is conducive to human interaction and accessibility.

5. The design and positioning of new buildings will be particularly sensitive to the need for sunlight of adjacent buildings, as well as the subject building itself.

6. Council will encourage height and bulk ordinances for new buildings in the downtown core in accordance with proper architectural design principles. Council supports general preservation of the view of the Excarpment from the downtown area.

7. Council will encourage that building design consider building setbacks and the imaginative development for pedestrians of the setback area through provision of awnings and other protective measures.

8. Council will encourage safety considerations to be incorporated into existing and new developments, i.e., special lighting, access, openness to public view, etc., to reduce crime and promote use.

9. New buildings proposed on prominent sites will receive special design considerations in order to fulfill their key contribution as landmarks. For example, the termination of York Blvd. should be developed as a landmark projecting the Central Area's desired image to persons entering the City.

10. Council will recommend that the area surrounding Gore Park be given particular design attention so that new development maintains the sense of enclosure already present in Gore Park and the buildings reflect and enhance its human scale.

11. A design brief will be prepared for redevelopment between Hess Village and Jackson Square to ensure compatible development and proper pedestrian linkage.

12. Redevelopment and rehabilitation projects will consider the incorporation of recreational and leisure facilities within their structures or acreage. Competitions may be initiated to promote such schemes on City-owned property.

13. New development in the form of low-rise high-density structures are encouraged.

14. Where feasible, entire city blocks or other city areas will be redeveloped on a block-building basis utilizing a continuous building area on the perimeter with open space/recreation area in the interior.

ZACKS

CHINA IMPORTERS
Asian Furniture
Oriental Gifts
529-5042
Alexanian

Streetscape

15. Throughout the Central Area, Council will endeavour to improve the streetscape through provision and co-ordination of sidewalk material, street lights, pedestrian lighting, the provision of street furniture and rest areas, kiosks, information booths, fountains, trees and flowers.

16. Wherever feasible, parking lots will be relocated to parking structures, underground lots or other facilities, or buffered in such a way that it will remove or camouflage this use from public view.

17. Council will initiate cosmetic improvement schemes throughout the Central Area. Such schemes are intended to present a neat, clean image in the Central Area and the downtown in particular. The schemes will include such measures as the removal of old advertisements, billboards and overhanging signs, brick cleaning, repainting, refacing, etc.

Energy Conservation

It is the intent of this Plan that the Central Area be energy efficient.

In this era of increasing energy costs and dwindling resources, energy conservation has become an overriding concern.

It is intended that energy conservation emerge as an objective in delineating a growth and management strategy for the Central Area.

Policies

Energy Efficiency In Buildings

1. Council will promote energy-efficient construction, heating, cooling and ventilation systems, layout and design and any other relevant energy-saving techniques to be incorporated in all buildings and site plans for major buildings in the Central Area.

2. Wherever feasible, mixed-use developments and buildings will be encouraged as a means to conserve energy.

Energy Efficiency In Land Use

3. Diverse but compatible land uses will be concentrated in the Central Area. This will particularly include residential and commercial uses which should be combined, where appropriate.

Transportation

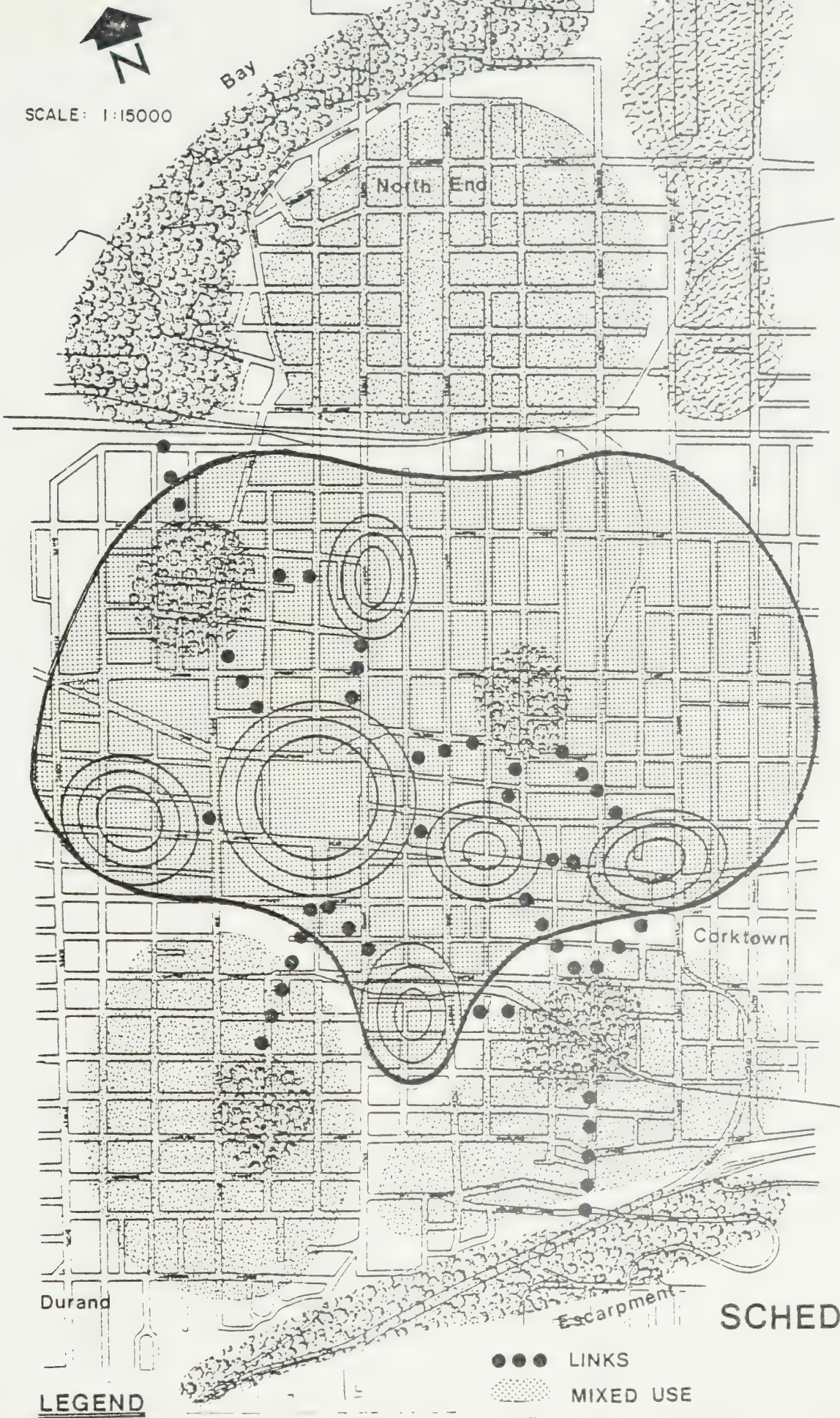
4. Council will promote the use of public transit through investment and improvement in that mode of transportation over the private automobile and expensive road building and improvements. This does not preclude construction of the Perimeter Road which will divert traffic away from the Central Area.

5. Council will promote the use of bicycles as an energy-efficient alternative to the automobile.

New Technology

6. Council will explore new energy-efficient technologies and apply them to the Central Area development whenever possible. This may include district heating, solar heating, wind power, etc.

7. Council will make overtures to other levels of government to improve the effectiveness of energy-conservation techniques.

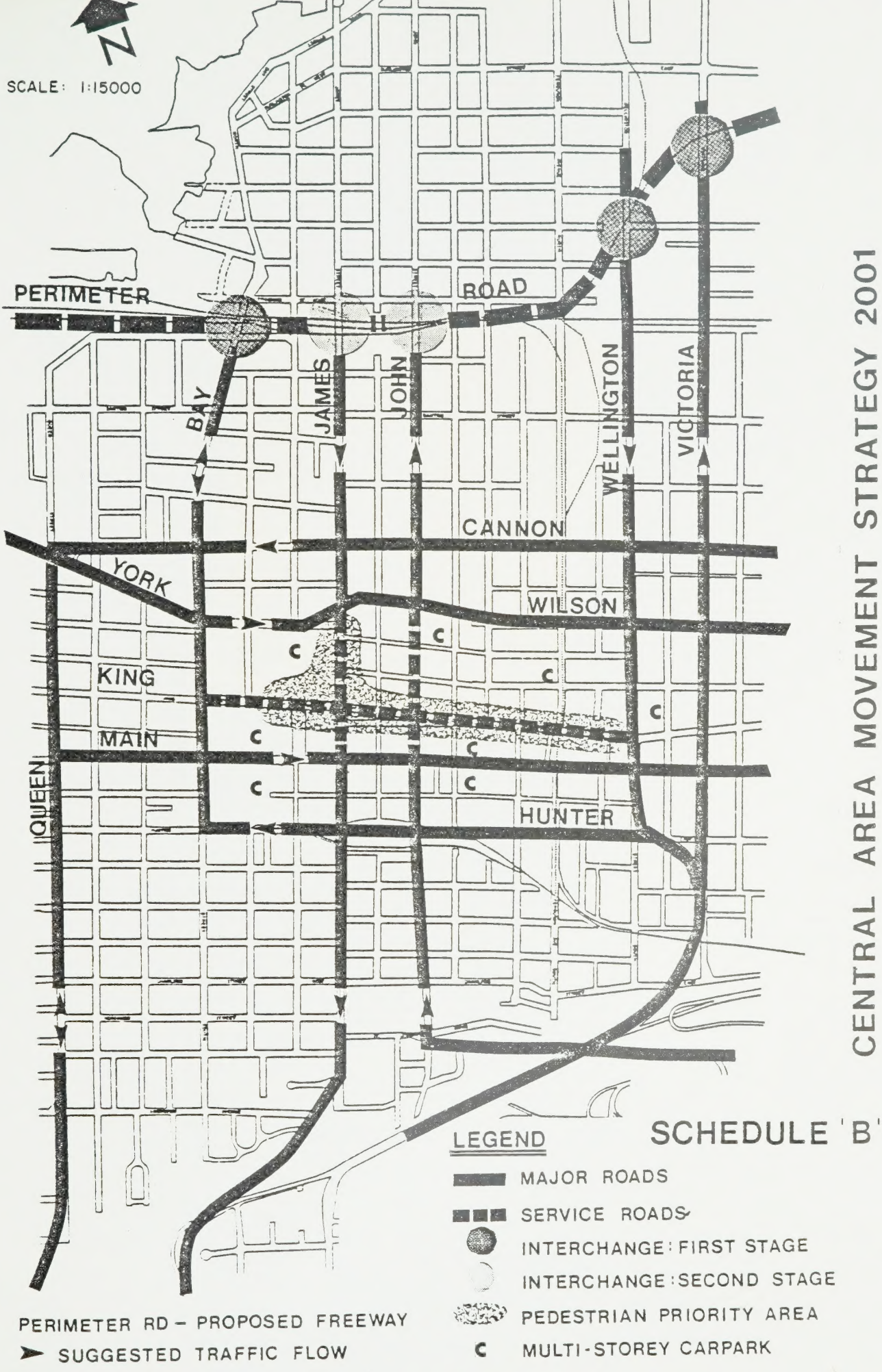


CENTRAL AREA LAND USE STRATEGY 2001

SCHEDULE 'A'

LEGEND

- NEIGHBOURHOOD RESIDENTIAL
- COMMERCIAL CENTRE
- LINKS
- MIXED USE
- MIXED INDUSTRIAL/COMMERCIAL
- PARKS AND OPEN SPACE



CENTRAL AREA MOVEMENT STRATEGY 2001

SCHEDULE 'B'